

BookletChartTM

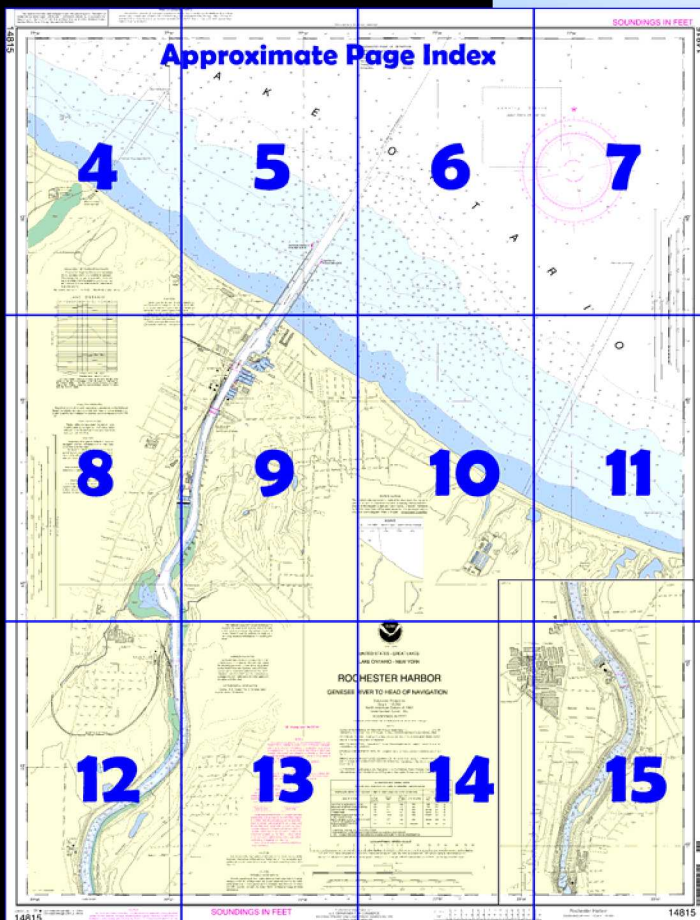
Rochester Harbor - Genesee River to Head of Navigation

(NOAA Chart 14815)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

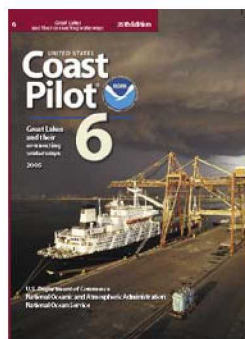
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 6, Chapter 5 excerpts]

(153) From Irondequoit Bay WNW for 3.8 miles to the mouth of the Genesee River, deep water is about 0.5 mile offshore. A rock covered ½ foot is close inshore about 0.7 mile SE of the Genesee River entrance.

(154) **Rochester Harbor**, at the mouth of the **Genesee River**, is 54 miles W of Oswego Harbor and about 7 miles N of the main business district of the city of **Rochester, N.Y.** The river is navigable for about 5.5 miles above the mouth. The first of a group of

dams is about 7 miles upstream from Lake Ontario. There is no navigable connection between the lower portion of the Genesee River and the New York State Canal, which connects with the river about 11 miles upstream from the lake. The surface elevation of the river falls more than 260 feet between the Rochester Terminal of the New York State Canal System

and the head of navigation of the lower portion of the river below the dams.

(156) The lighted stacks at the powerplant 1.6 miles WNW of the river mouth, the stacks at the sewage treatment plant 1.9 miles SE of the river mouth, and the tall apartment building 1.1 miles SW of the river mouth are the most prominent objects from offshore.

(157) **Rochester Harbor Light** (43°15'48"N., 77°36'00"W.), 40 feet above the water, is shown from a white cylindrical tower with red band on the outer end of the W pier.

(158) The river is entered from Lake Ontario through a dredged channel that leads between two piers, thence upstream for 2.6 miles above the mouth. There are two turning basins, one just inside the mouth and the other 2 miles above the mouth on the W side of the channel. The outer ends of the entrance piers are marked by lights, and a buoy marks a shoal that extends into the N part of the upper turning basin.

(162) It is reported that NE winds sometimes create waves as high as 6 feet which reflect through the entrance channel between the piers, making navigation into the harbor difficult. River currents sometimes compound this problem. A dangerous sunken wreck is 0.8 mile ENE of Rochester Harbor Light.

(163) Two bridges cross the dredged section of the Genesee River. The ConRail bridge 0.9 mile above the pierheads has a swing span with a clearance of 10 feet. The Stutson Street bridge 0.4 mile upstream has a bascule span with a clearance of 24 feet.

(172) **Rochester Coast Guard Station** is on the E side of the river just inside the mouth.

(173) A **speed limit** of 6 mph is enforced in Rochester Harbor.

(177) Marinas at Rochester provide transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, marine supplies, launching ramps, mobile lifts to 40 tons, and hull, engine, and electronic repairs. In 1977, depths of 2 to 12 feet were reported alongside the berths.

⑨ Pump-out facilities

CAUTION

CAUTION

CAUTION

CAUTION

SUBMARINE PIPELINES AND CABLES

RADAR REFLECTORS

CAUTION

BASCULE BRIDGE CLEARANCES

BASCULE BRIDGE
HOR CL 131 FT
VERT CL 41 FT AT EDGES
VERT CL 45 FT AT CENTER

HORIZONTAL DATUM

SUPPLEMENTAL INFORMATION

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

WARNING

NOTE A

POLLUTION REPORTS

Additional information can be obtained at nauticalcharts.noaa.gov.

CAUTION

SOURCE DIAGRAM

CAUTION

POTABLE WATER INTAKE

CAUTION

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....243.3ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

PRINT-ON-DEMAND CHARTS

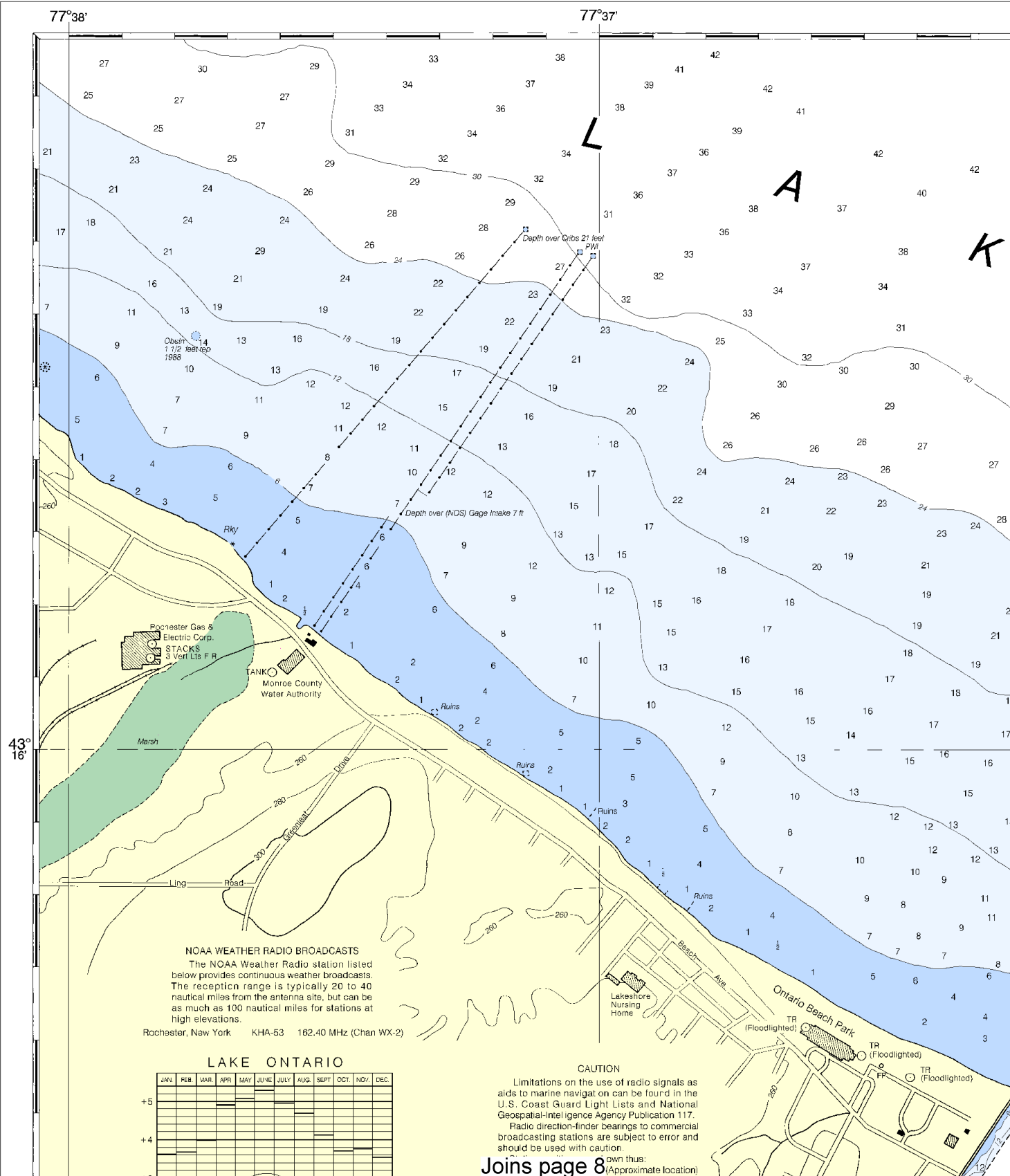
This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS MAR 2008							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH LWD (FEET)
ENTRANCE TO BEGINNING OF JETTIES	17.6	17.9	18.1	3-08	300	0.91	24
BEGINNING OF JETTIES TO END OF JETTIES	13.8	14.1	13.6	3-08	200	0.57	23
END OF JETTIES TO RR BRIDGE	A7.5	12.7	11.2	3-08	200-400	0.27	23
TURNING BASIN	3.4	B6.1	6.0	3-08	140-25	0.04	23
RR BRIDGE TO 200 FT N OF BUOY "2" AT 43°14'00"N 077°32'00"W	8.1	C4.9	11.1	3-08	150-225	1.44	21
200 FT N OF BUOY "2" AT 43°14'04"N 077°32'00"W TO PT AT 43°13'50"N 077°36'57"W	13.5	D7.9	3.3	4-07; 3-08	150-525	0.30	21
PT AT 43°13'50"N 077°36'57"W TO END OF PROJECT	11.5	12.3	11.8	3-08	150	0.51	21
A. SHOALING TO 5.3 FEET FROM 43°15'16"S 077°36'22.6"W B. SHOALING TO 5.2 FEET IN LEFT HALF OF QUARTER C. SHOALING TO 14.3 FEET FROM 43°15'10.8"N 077°36'30.1"W TO 43°15'13.7"N 077°36'28.0"W D. SHOALING TO 6.1 FEET FROM 43°14'01.7"N 077°37'30.5"W TO 43°15'2.2"N 077°37'02.7"W ON THE RIGHT NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION							

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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14815



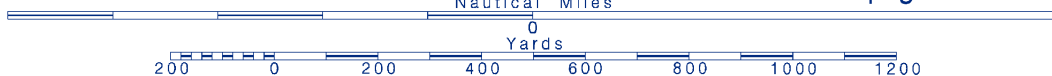
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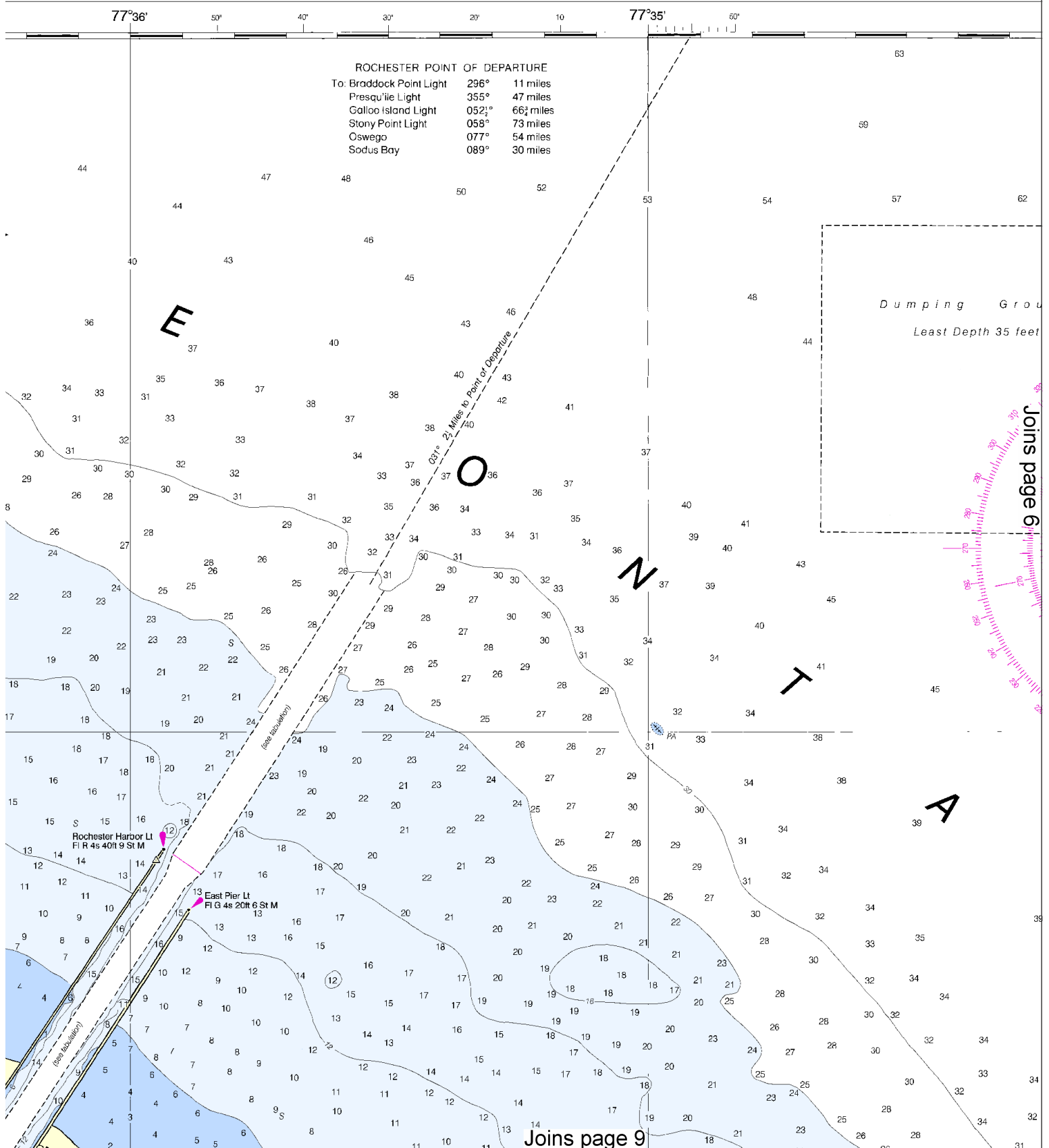


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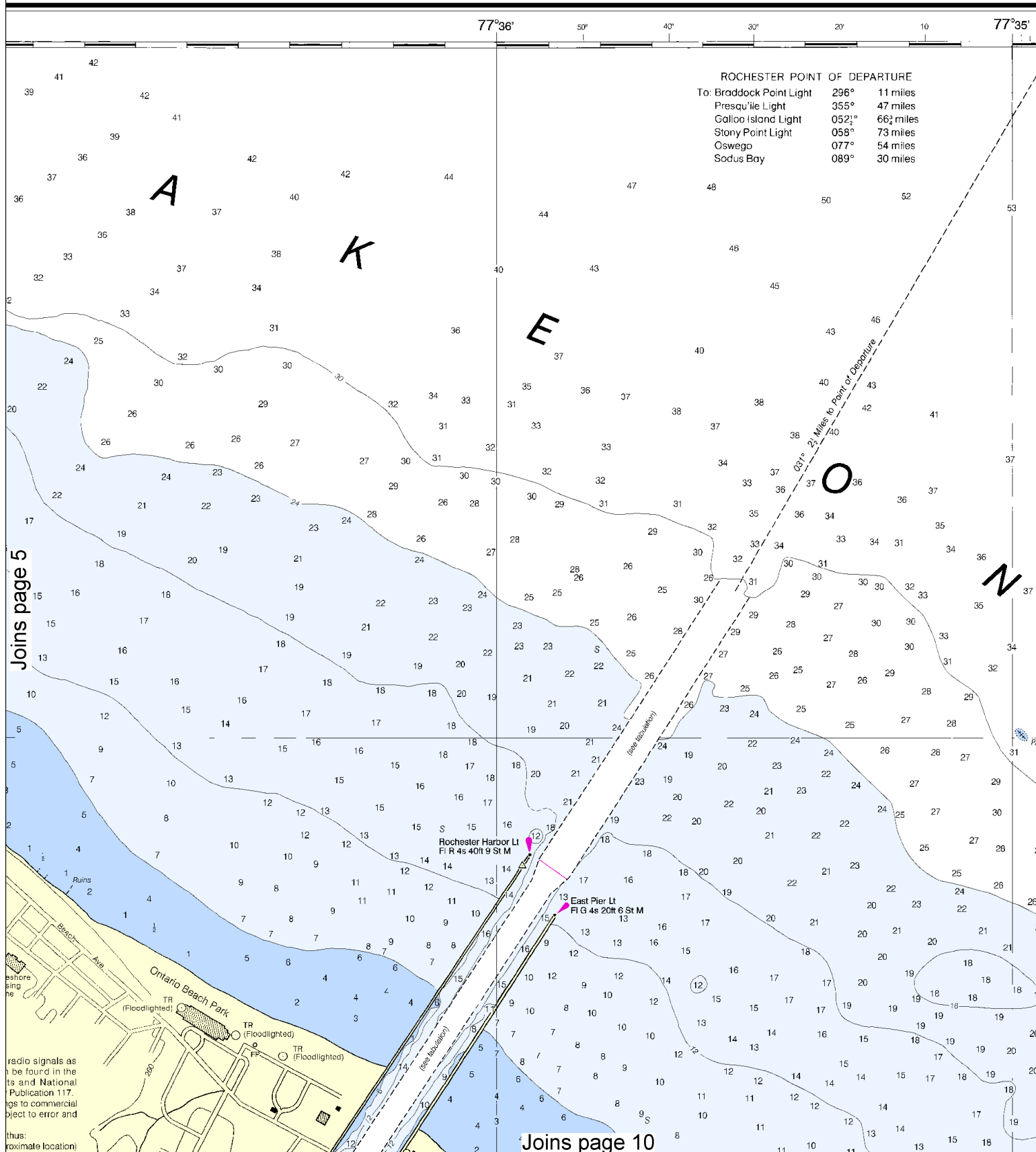
SCALE 1:10,000

See Note on page 5.



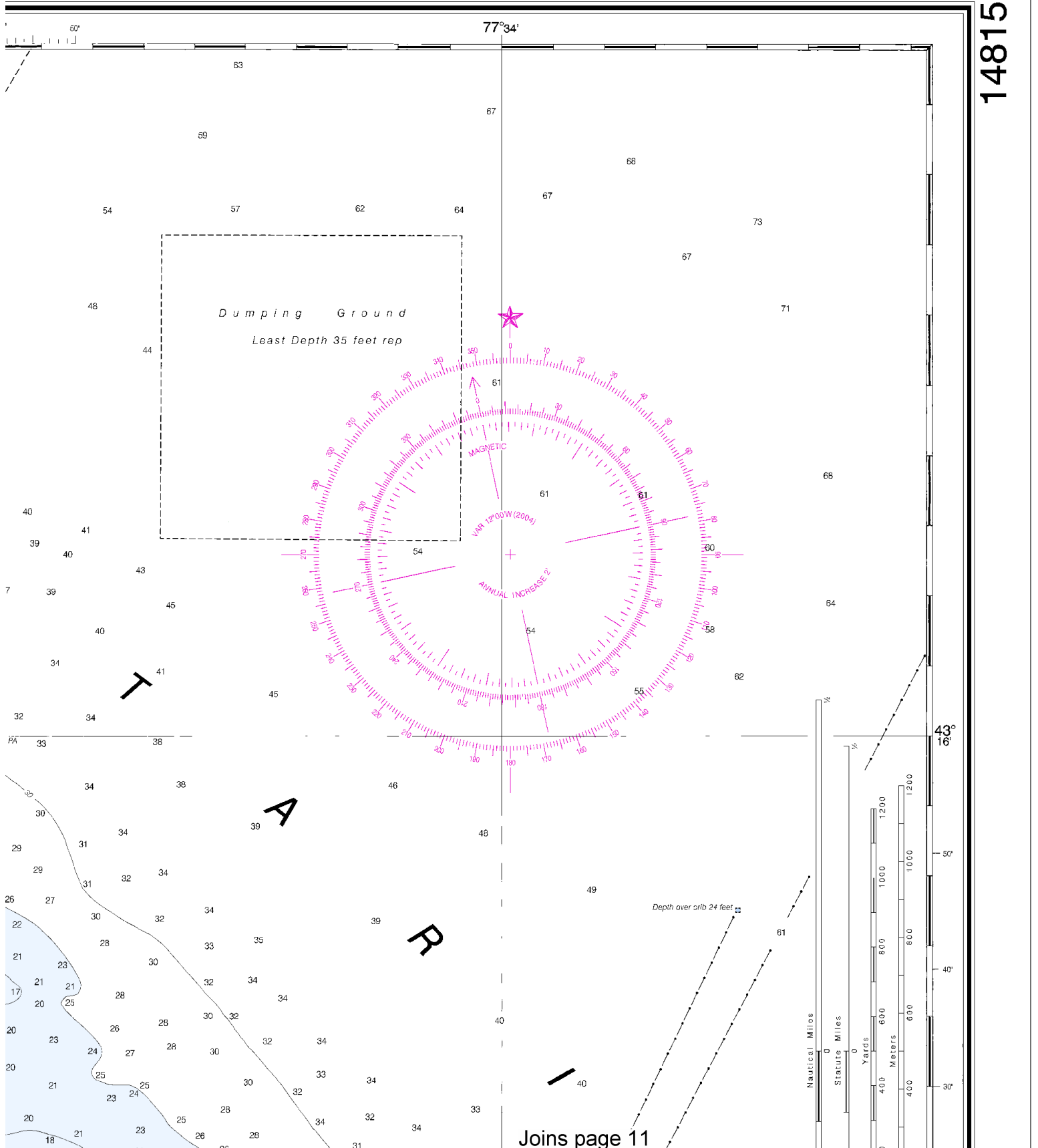


This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:13333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



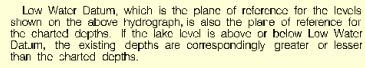
SOUNDINGS IN FEET

14815



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: 0110 1/29/2010.

7



Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

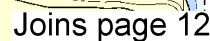
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

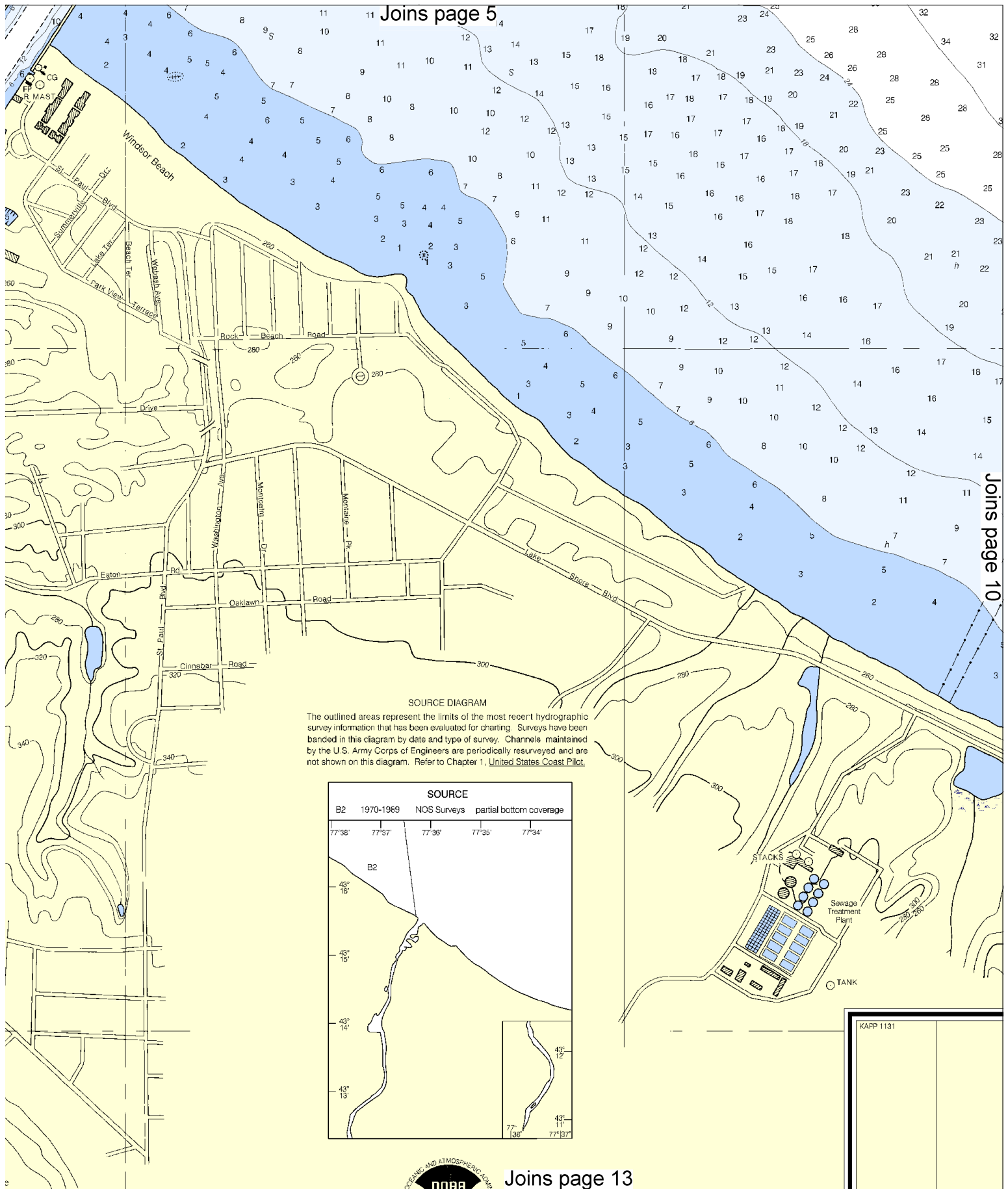
BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

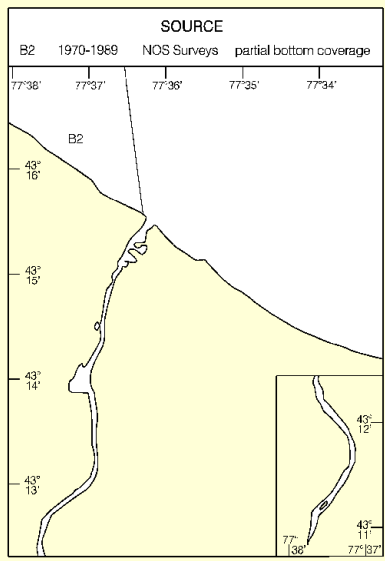


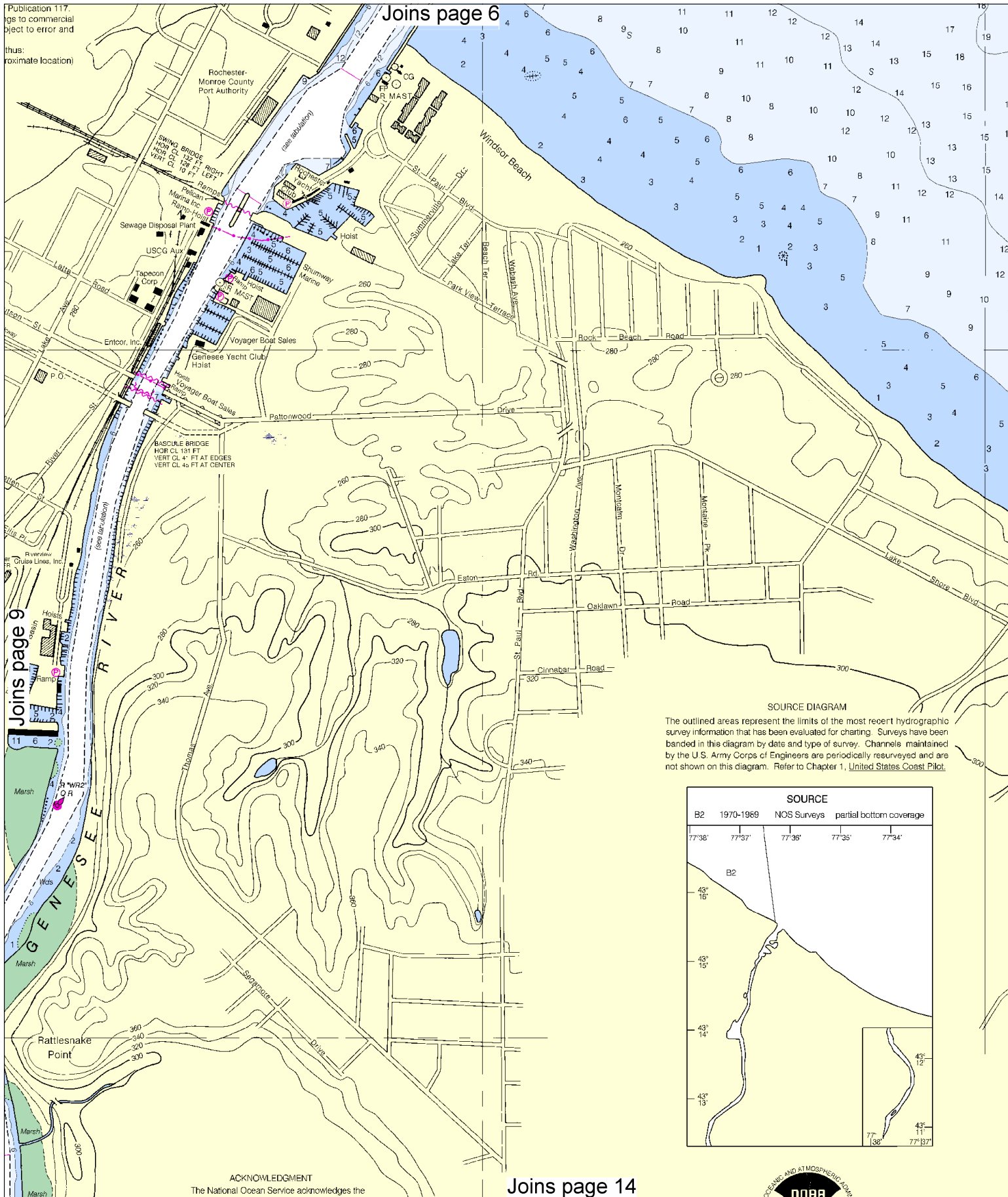
The National Ocean Service acknowledges the



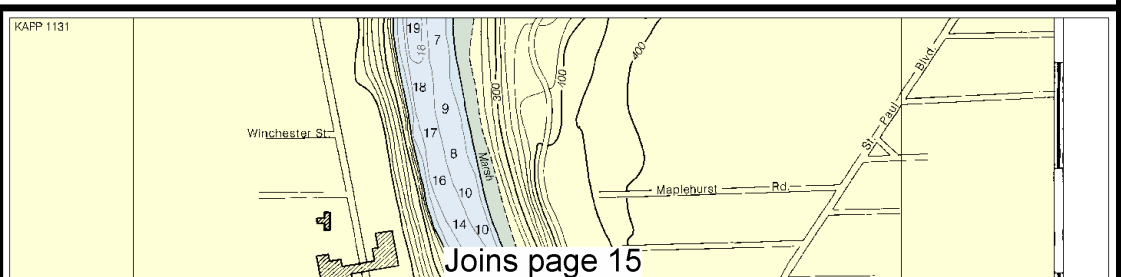
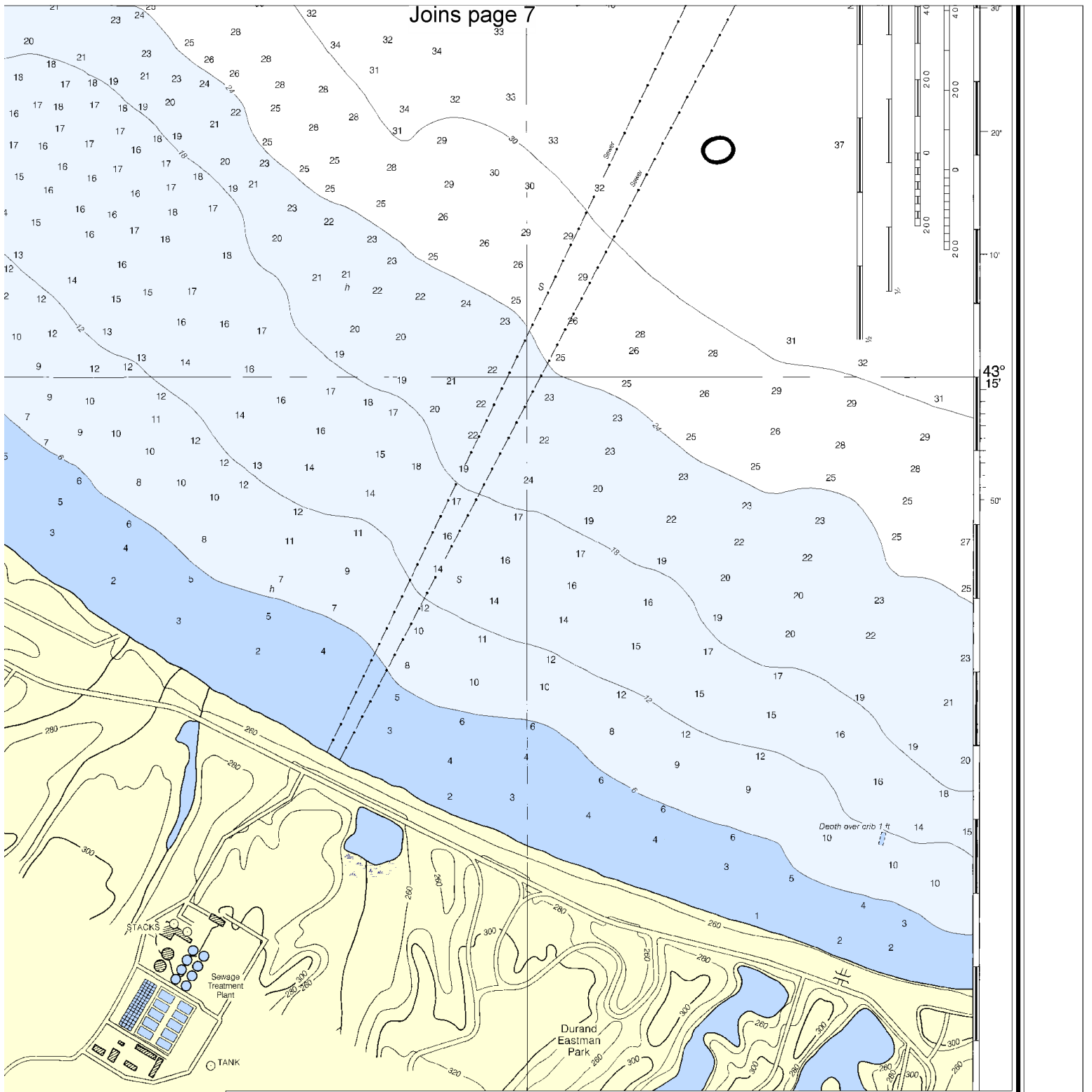


SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.





Joins page 7



Joins page 15

Joins page 8

ACKNOWLEDGMENT

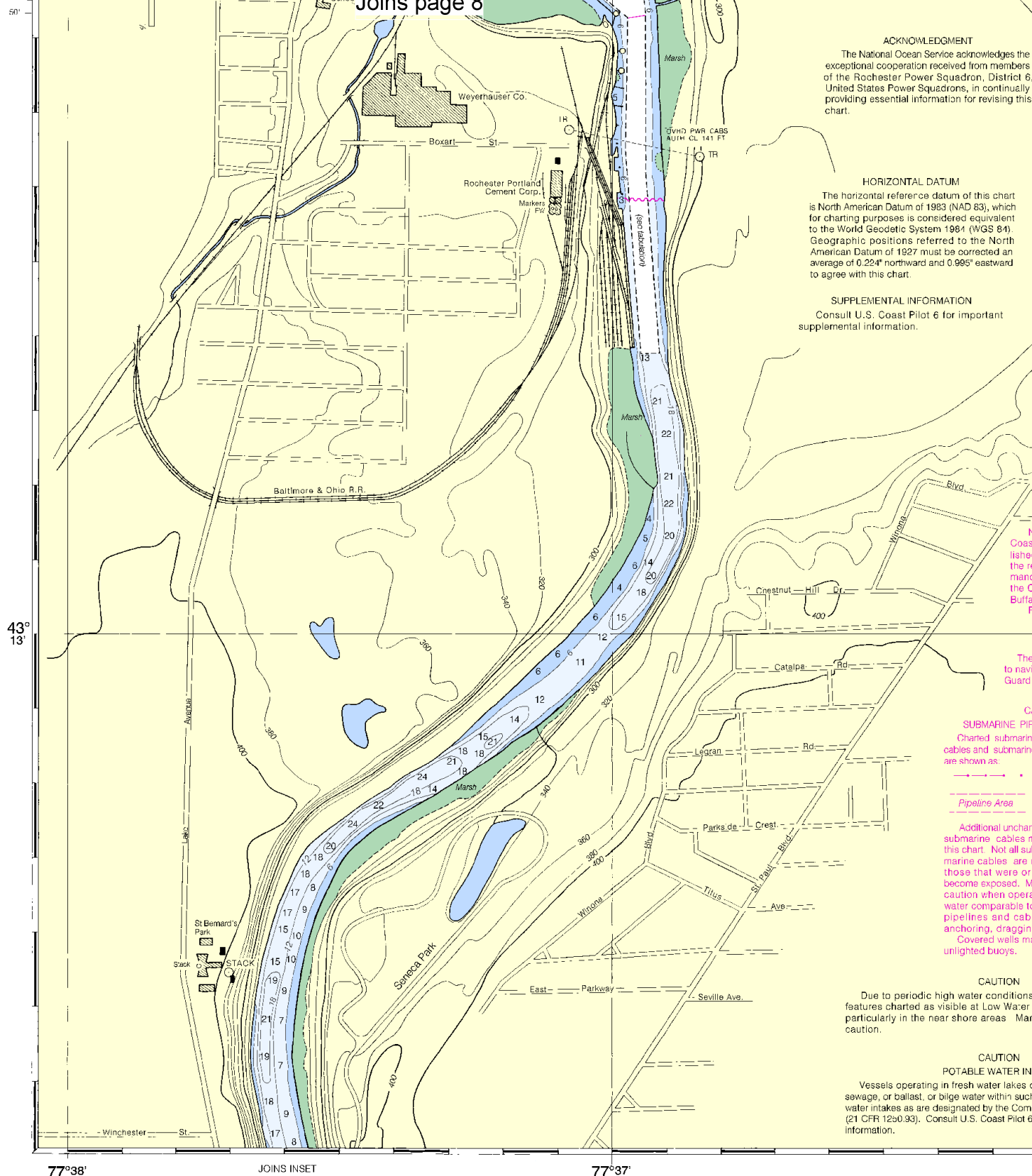
The National Ocean Service acknowledges the exceptional cooperation received from members of the Rochester Power Squadron, District 6, United States Power Squadrons, in continually providing essential information for revising this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.224" northward and 0.995" eastward to agree with this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.



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CA
SUBMARINE PIPE
Charted submarine
cables and submarine
are shown as:

Pipeline Area
Additional uncharted
submarine cables in
this chart. Not all sub-
marine cables are re-
those that were orig-
become exposed. Use
caution when operat-
water comparable to
pipelines and cable
anchoring, dragging
Covered wells ma-
unlighted buoys.

CAUTION

Due to periodic high water conditions features charted as visible at Low Water (particularly in the near shore areas) may be obscured. Exercise caution.

CAUTION

POTABLE WATER INTAKE
Vessels operating in fresh water lakes or reservoirs, or ballast, or bilge water within such water intakes as are designated by the Command (21 CFR 125b.93). Consult U.S. Coast Pilot 6 for information.

23rd Ed., Jul. / 04 ■ Corrected through NM Jul. 17/04
Corrected through LNM Jul. 06/04

14815

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN FATHOMS

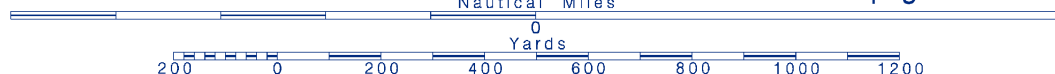
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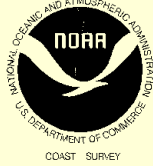


Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.





UNITED STATES - GREAT LAKES
LAKE ONTARIO - NEW YORK

ROCHESTER HARBOR

GENESEE RIVER TO HEAD OF NAVIGATION

Polyconic Projection
Scale 1:10,000
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....243.3ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

P Pump-out facilities

NOTE A

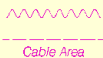
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.
Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast and Light List and U.S. Coast Pilot for details.

CAUTION

PIPELINES AND CABLES
Underwater pipelines and submarine cables may exist within the area of this chart. Submarine pipelines and cables may be marked by lighted or



Cable Area

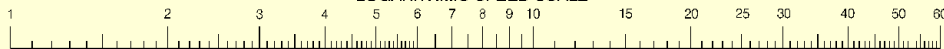
Underwater pipelines and cables may exist within the area of this chart. Submarine pipelines and cables may be marked by lighted or

In the Great Lakes, some datum may be submerged, mariners should proceed with

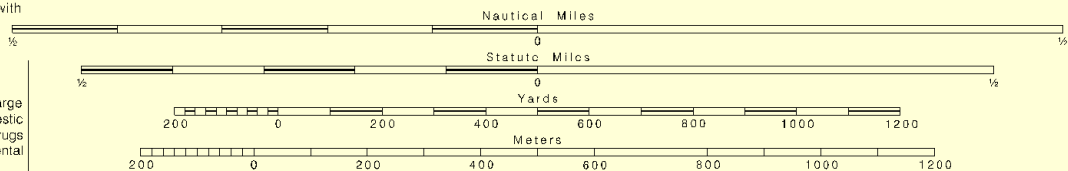
NOTE

Mariners should not discharge oil or other pollutants in areas adjacent to domestic waters. For important supplemental information see U.S. Coast Pilot 6.

LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



77°36'

77°35'

77°38'

FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16



UNITED STATES - GREAT LAKES

LAKE ONTARIO - NEW YORK

ROCHESTER HARBOR

GENESEE RIVER TO HEAD OF NAVIGATION

Polyconic Projection

Scale 1:10,000

North American Datum of 1983

(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

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Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

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AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

ROCHESTER HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS MAR 2008

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)			DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
ENTRANCE TO BEGINNING OF JETTIES	17.6	17.9	18.1	3-08	300	0.81	1
BEGINNING OF JETTIES TO END OF JETTIES	19.8	14.1	13.6	3-08	200	0.57	1
END OF JETTIES TO RR BRIDGE	A7.5	12.7	11.2	3-08	200-400	0.27	1
TURNING BASIN	3.4	B6.1	6.0	3-08	140-25	0.04	1
RR BRIDGE TO 200 FT N OF BUOY "2" AT 43°14'04"N 077°37'02"W	8.1	C14.9	11.1	3-08	150-225	1.44	1
200 FT N OF BUOY "2" AT 43°14'04"N 077°37'02"W	13.5	D7.9	3.3	4-07, 3-08	150-525	0.30	2
10 FT AT 43°13'40"N 077°36'57"W	11.5	12.3	11.8	3-08	150	0.61	2
FT AT 43°13'50"N 077°36'57"W TO END OF PROJECT							

A. SHOALING TO 5.3 FEET FROM 43°15'16.5"N 077°36'22.9"W

B. SHOALING TO 5.2 FEET IN LEFT HALF OF QUARTER

C. SHOALING TO 14.3 FEET FROM 43°15'10.8"N 077°36'30.1"W TO 43°15'13.7"N 077°36'28.0"W

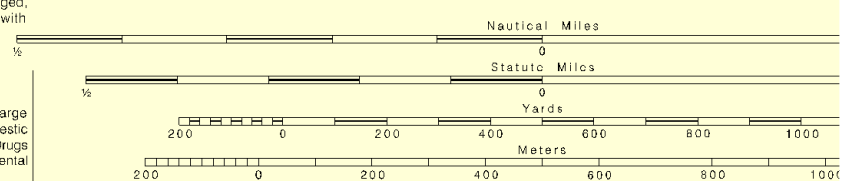
D. SHOALING TO 6.1 FEET FROM 43°14'01.7"N 077°37'03.8"W TO 43°13'57.2"N 077°37'02.7"W ON THE RIGHT

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the



77°36'

77°35'

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS

Printed at reduced scale. SCALE 1:10,000

See Note on page 5.

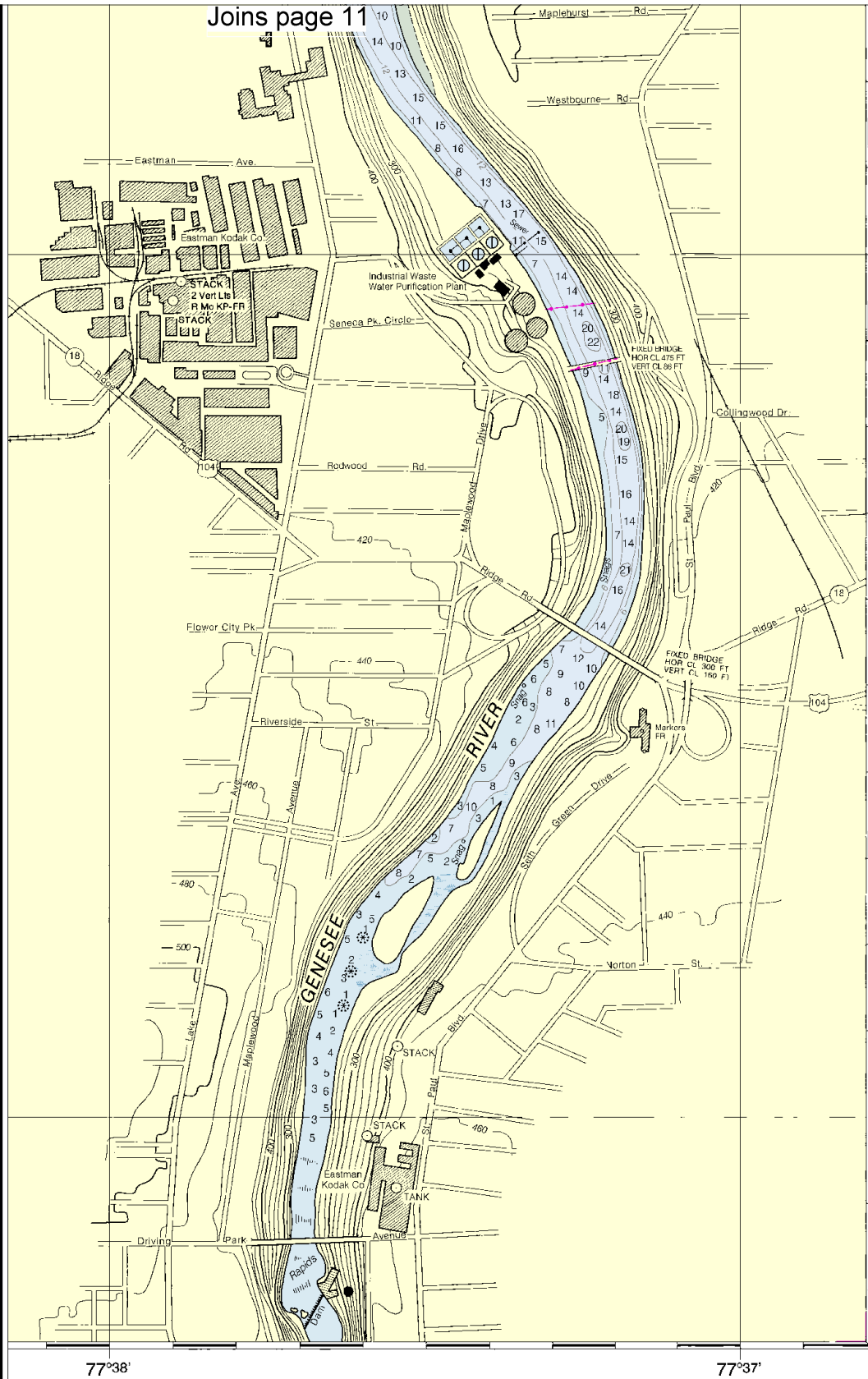
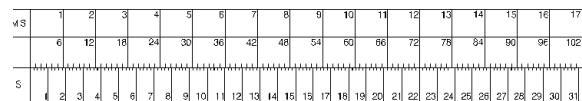
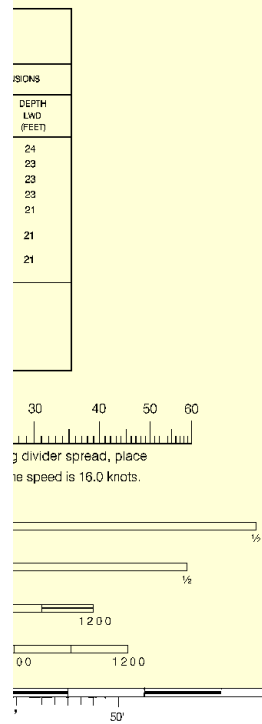


14



Joins page 11

IN



43° 12'

43° 11'

77°38'

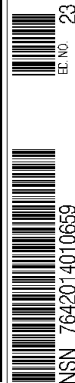
77°37'

Rochester Harbor
SOUNDINGS IN FEET - SCALE 1:10,000

14815

14815

15



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 216-902-6117

Coast Guard Search & Rescue – 716-843-9527

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.